









## THE GOVERNMENT AND THE PETITION.

The blue-book, which now appears under the title of *Causes and Remedies of the Sanitary Condition of Hongkong and Memorandum on the Petition dated 25th June, 1901*, has been awaited with no little interest in the Colony, and we propose now to give the principal parts of it more or less fully. Its contents are:—The letter of the Chamber of Commerce, dated the 7th June, together with the reply of H.E. the Governor, and the Chamber's letter of the 14th June; a letter dated the 31st July, from H.E. the Governor to the Secretary of State for the Colonies respecting the plague in Hongkong; numerous enclosures, including the Petition forwarded to the Secretary of State for the Colonies by the residents of the Colony, to which are appended memoranda by Hon. W. Chubb, Acting Director of Public Works, and Hon. F. H. May, Captain Superintendent of Police, designed to rebut certain of the allegations made in the Petition; a longer memorandum on the Petition, signed by Hon. J. H. Stewart, Secretary, Colonial Secretary, Hon. W. Chubb, President, and Hon. F. H. May, Vice-President of the Sanitary Board; and several smaller enclosures. We give first H.E. Sir Henry A. Blake's letter of the 5th July—

Government House,  
Hongkong, 5th July, 1901.

Sir,—I have the honour to forward for information particulars of the epidemic of plague with which unhappily this Colony has been visited during the present year.

2. Last year there were only one or two cases per week down to the end of March, with the exception of the three weeks ending 24th March during which no case was reported. From the 7th April the returns showed from twenty cases to nearly a case per week, the latter figure being for the week ending 30th June, when the disease subsided, the week ending on the 18th August showing 23 cases, and the following week 2. The four weeks of November were the only four consecutive weeks free from the disease, the two last weeks of the year showing each only one case.

3. As Rinderpest had been prevalent on the mainland and I have observed some mysterious connexion between Rinderpest and Plague, which frequently develops after Rinderpest has been pronounced, I sent early in January for the Medical Officer of Health and instructed him to send in at once his suggestions for dealing effectively with a possible recurrence of Plague in epidemic form during the year, and on the 28th January I received his suggestions, anticipating that No. 9 district would probably be the worst; he recommended that:—

(a) European Constables should make a thorough house-to-house visitation once a week, each to speak Chinese or have an Interpreter.

(b) That to prevent the depositing of dead bodies in the street, the police patrol of each district should be augmented by assigning in fifty Indian soldiers as Special Constables to be controlled by a European Officer, the same system to be extended to other districts, should the Plague spread.

(c) That the Light Regulations (Sec. 31 of Ordinance No. 13 of 1895) should be re-enacted in plague districts, and that they should be at once applied to the Western part of the City.

(d) That in case a dead plague body being taken back home, which could not be controlled by the Special Police, every house in the lane should be cleaned and disinfected.

(e) That a reward of five dollars should be offered for such information as would lead to the conviction of persons depositing dead bodies in the street or public thoroughfare.

(f) That a reward of one dollar should be offered for every living case of Plague reported to the Police. The Colonial Secretary and the Captain Superintendent of Police disapproved, I approved at once of all these proposals, and, in addition, to the Police, the requisite number of men was sent by the Military Authorities, isolated matched accommodation being prepared for them at the expense of this Government and extra pay given to them, as during the epidemic of 1894.

5. Further suggestions were made by the Sanitary Board for the improvement of the health of Mr. Dandy, the Chief Sanitary Inspector, broke down, and on his departure I have recommended the appointment of an Assistant Medical Officer of Health.

6. From the middle of February the cases began to increase. In the week ending 23rd February there were five cases reported, which increased to fourteen in the second week of March, and to twenty-four in the third week of April, the next week in May ninety-three, and the following week one hundred and twenty-eight. In the first week of June it reached two hundred and twelve, with two hundred and six deaths. The second, third, and fourth weeks in June the returns were one hundred and fifty-nine, one hundred and forty-five, and one hundred and fifty-three, while the last week it sank to sixty.

7. By this time the public became seriously alarmed. Since the 11th May, twenty-two Europeans had been attacked and nine had died. The public press published letters and articles that increased the alarm, which was intensified among the Chinese by the refusal, under your instructions, to permit the removal to Canton, as in 1894, of any person suffering from plague, even under conditions of regulated precaution. An exodus of the Chinese community ensued, which has had the result of paralyzing certain works in the Colony and has caused the greatest inconvenience and loss. I addressed you on this subject by despatch No. 239 of the 29th ult. On the 7th ult. the Chamber of Commerce addressed to the Government the letter of which, with my reply, I enclose a copy, and also of a further letter of 24th June, of which a copy is also enclosed and which I propose to answer, giving full information as to sanitary matters, which is now being collected.

8. From this time I have watched with great anxiety the progress of the epidemic, and I have been gratified to find that the full facts submitted afforded myself for a reasonable theory as to the cause of the disease. How does it originate? How is it propagated? Is it a dirt disease, a drain disease, or is it caused by want of light and air? or by some atmospheric condition not yet grasped by scientific research? Is it infectious or contagious? Is it air-borne as propagated by vermin? The last theory holds the water to a certain extent, for undoubtedly the advent of plague-stricken rats has been very frequently followed by cases of plague, and

patients have been received in hospital with insect bites about the ankles, the serum from which was found to be swarming with plague bacilli. On the other hand a large number of the rats collected, against which vermin has been waged war for the past eighteen months, have been found by the coolies engaged in collecting the city rubbish for removal, to whom the reward is a matter of great concern. These men, I am informed, carry the rats sometimes about their necks, and sometimes about their arms, until they are taken to the Inspector, lest their prize should be appropriated by their fellows, yet none of these men have contracted the disease. Again the plague charts show an invariably rapid fall from the maximum plague rate to normal. The epidemic always ceasing in from three to four weeks.

I attach a chart of plague cases in the years 1890, 1900 and 1901 that will show how constant is this condition of rapid recovery. This rather favours the theory that the epidemic is due to atmospheric condition. I have no reason to believe that the Sanitary Staff are not doing their duty faithfully, and if they are, then with the large powers given to the Medical Officer of Health there should not be in Hongkong a house unfit for habitation, nor should any one be permitted to continue in an insanitary state. At present among the community that the plague is attributable to overcrowding, insanitary dwellings, and a bad system of drainage. But while all or any of these conditions may contribute to the perpetuation of the disease the fact remains that one of the worst districts in the Colony this year is at Hongkong, a newly built quarter on Kowloon peninsula of two-story houses, fronting streets 50 feet wide and inhabited by the best paid working men of the Chinese community—the workmen of the Whampoa Dock Company. I was so struck by this fact in apparent opposition to the various theories, that I requested Major-General Gascoigne to permit an officer of the Royal Army Medical Corps to make an independent report upon it, placing the services of a Sanitary officer and an officer of the Public Works Department at his disposal. I attach his report.

9. The very high percentage of mortality in the epidemic of 1894 was 91.12 per cent. In 1899, 84.45 per cent. In 1901, 94.56 per cent. This percentage is higher than that reported from other places, and is generally supposed to be much higher than at Macao or Canton, though there are no figures available for the latter, and at Macao local conditions render statistics on this subject unreliable, as plague patients go across the harbour to the Chinese hospital in great numbers. I have visited the plague hospital on two occasions and thoroughly inspected it. Nothing could be more entirely satisfactory than its arrangements, and so far as I could see nothing was wanting in the treatment or the surroundings. Yet there must be some cause for the exceptional mortality. On reading the report of the action taken last year in Bombay, I found that patients were allowed to remain in their homes to be nursed by their friends under strict restrictions, and early in May I suggested that the experiment might be tentatively tried here, but the suggestion was not accepted by the Sanitary Board. Personally I have little doubt that with such a regulation the mortality would not be so high. The plague hospital is at the extreme western extremity of the town, and the carriage of a plague-stricken patient in an ambulance, which, until I ordered wheeled ambulances with pneumatic tyres, consisted of a cot slung upon a pole, and carried for two or three miles by two coolies, could not be conducive to the recovery of the patient.

10. On the 10th May, I authorized the erection of a matched plague hospital at Yau-mai on the Kowloon peninsula and obtained from Major-General Gascoigne the services of Dr. Stewart of the Indian Medical Service to relieve Dr. Thomson from his duties as Medical Officer of the Galt, so that his entire time should be devoted to plague work.

11. On the 20th May, I authorized the employment of a launch and of two junks, in which patients could be taken to the plague hospital from the eastern district, or dead bodies sent for burial, that they might not be carried through the streets. At the same time additional accommodation in the shape of a good and airy matched was provided at Kennedy Town and two additional nurses were engaged.

12. Feeling that if the disease is propagated by vermin, the Chinese coolies ought to have an opportunity of washing, I directed the Public Works Department to erect a number of matched showers for hot water. It was generally assumed that the Chinese coolie would wash himself of this means of cleanliness, but the thousands who have since flocked to these bath houses have shown that they are ready to avail themselves of any opportunity for securing personal cleanliness, and the Sanitary Board has requested that more matched showers be erected, and provision made for permanent baths. I have suggested that the working women shall have like facilities, but the Board reports that they would not use them. I propose, however, that one or two shall be provided as an experiment.

13. I have now given you every information as to the efforts made to combat the disease during the present year, efforts that I regret to say seem to have been unavailing. From one experiment just completed it is possible that good results may be obtained. Seeing in the Bombay reports that where a house was thoroughly disinfected plague did not recur, and that in our returns of the past three years that more than one case in any house was comparatively rare, I directed the Medical Officer of Health to select the worst centre of the disease and to thoroughly disinfect a given area (hitherto only the floor on which a case occurred was disinfected). This was carried out on the 21st and 22nd June, and if within that area no more cases occur this year, I think it will afford grounds for taking legal power to disinfect all houses within the City when next year it will be advisable to employ a very large number of men in February and disinfest the entire city quarter by quarter. If that does not succeed, the question will remain what structural changes shall be carried out and what property removed, destroyed, or rebuilt.

14. In approaching this question it must be remembered that we should be dealing with property worth from £100,000 to £150,000 per acre, and I do not feel competent to deal with so large a question without first obtaining the advice of an eminent Sanitary Engineer. The letter of the Chamber of Commerce shows that a considerable section of the community consider the drainage to be in a dangerous condition. The Sanitary Board point out that houses are too high and call for an Ordinance restricting houses to once and a half the height of the width of the streets measured from kerbstone to kerbstone, and have on general principle that I cannot gainay roads of which are houses erected over archways, and be actively opened by the removal of the latter, which will the Acting Director of Public Works estimate, cost one hundred and seven thousand dollars.

15. If on the other assumption of the cause of insanitary conditions be correct it will cost a

very large sum indeed. I question if the community quite realize how much, but what will the sum be if the result be to banish plague as it will with us. The letter of the Chamber of Commerce shows that the people of Hongkong will not object to any expenditure within their means, and I am quite certain that in asking you to send out a Sanitary Engineer of such eminence in his profession as will command public confidence, to report upon the general state of Hongkong, its drainage system, its water system, and the general question of sanitation, I have the support of all classes of the community. May I suggest that you telegraph to me the expense of such an examination and report when I can lay the matter before the Legislative Council for approval? Mr. Osbert Chadwick's exhaustive and able reports of 1892 and 1899 on the sanitation of Hongkong are now being widely read and considered. By some it is held that his recommendations have been neglected, indeed this appears to be the opinion of the majority. My study of all classes of the matter will be set at rest by such a report as I suggest upon the present necessities of the City of Victoria and the rapidly growing town on Kowloon peninsula as regards sanitation.

16. I have in this despatch only dealt with the question of sanitation in relation to plague, but much has been done and is being done by the Public Works Department in dealing with the Anopheles Mosquito, and I see solid ground for hope that with continued effort the cause of malarial fever may ultimately practically disappear from our returns.

17. I enclose for your information three of the returns that are sent to me daily. I have had these returns made in the hope that one day the accumulated facts might afford some clue to the etiology of the disease; hence I have requested that in the history of the cases, the places where employed, and the places where food was procured, should be noted, as it is possible that malarial fever might be the host of the plague bacillus, and if many cases could be traced to the same source of supply a clue might possibly be afforded.

I have the honour to be, Sir,  
Your most obedient Servant,  
HENRY A. BLAKE.

To the Right Honourable  
THE SECRETARY OF STATE FOR THE COLONIES.

## MANILA.

[FROM A SPECIAL CORRESPONDENT.]

Manila, 27th July.

## THE CIVIL SERVICE (cd).

The presence of Americans here in considerable numbers, by reason of the expiration of volunteer army service and otherwise, has provoked complaint and criticism which put the Civil Service Board just now in an uncomfortable position. Under the provision, which permits heads of departments, after making requisition for help, to select from three eligibles whose names the Board furnishes, Americans have almost invariably been preferred. Criticism points to the requirement of the law in relation to preferences, which is that the only preference allowed in appointments, other things being equal, must favour first natives of the islands, and then honourably discharged soldiers, sailors, and marines. Since applicants may elect whether they shall be examined in Spanish or in English, those taking the Spanish examination for certain grades have done so feeling that the law promised them as much consideration as it promised those whose papers were in English. The habitual bestowal of appointments for which they had become eligible upon Americans has led to complaints of bad faith. Appointing officers fall back on their discretionary privileges in explaining their course, or justify it on the ground that qualifications were not equal, since the Spanish applicants did not understand English. Since lack of English had not disqualified them for examination or for eligibility, this plea does not improve their opinion of official sincerity. On top of this injury, the officials find the insult of tending to native applicants positions in grades lower than those for which they had been examined and become eligible. Natives who passed for clerkships thus found themselves appointed messengers. Such appointments have been so frequently declined as to make almost imperative some assurance by the Board to prevent natives from thinking that it is not intended to give them fair play. Members of the Board have already felt constrained to excuse the omission in the Manual of Information of notice that eligibles acquainted with English would be preferred over those unacquainted with it, by saying that they did not anticipate such a preference. No reflection need be cast down on the good intentions of the Board in declaring the omission to have been so faulty or short-sighted as to call for prompt amends, lest the system suffers discredit in the native mind and many worthy persons whom the law hoped to invite to public service be discouraged from attempting to enter it. Of course many places civil in their functions existed under military government. The work must be done under civil rule, and those who are doing it are probably not to be shown any favour because of the change. Many will go as soon as they can be spared, because they had military commissions and have been performing their present duties under assignment. On the other hand, some of the officers assigned are volunteers, who find themselves "freelances" at about the time civil authority is becoming supreme, and who can do better for the service where they are than new men could do at once. The rules permit the retention of such persons in the places they hold. Should the Board think it advisable to order examinations it may do so, but they may be omitted in the Board's discretion, which will probably be exercised that way in view of the vigorous protest against a recent examination order.

## THE CIVIL EMPLOYEES.

The number of employees in civil work amounts now to more than 4,300, of whom 200 are army and navy officers, 180 are enlisted men, nearly 400 are American civilians, and the remainder are natives or long residents of the islands. The army and navy officers are 300 NEWSPAPERS RECOMMEND. MACNIVEN & CAMERON'S PENS. THE WATKINS' Pen, for Easy Writing. THE FINEST SCOTCHMAN PEN, instead of a Quill. THE FINEST J. W. B. 200 words per dip. 1899-1901. WATKINS' WORKS ESTABLISHMENT.

in nearly all cases heads or assistants of bureaus, or collectors of customs or of internal revenue. Such places will for the present be held generally by Americans, whatever the depletion in the existing force. Some of the provincial appointments made by the Civil Commission have been from this list, and usually they were made at the suggestion or upon the petition of natives. Since this shows that the work has been so well done as to command native admiration, it almost follows that if Americans are continued in such places, little or no complaint will come from natives on that account. The enlisted men detailed for civil places have been filling clerkships, teaching schools, and in various ways assisting the higher officers. Some of the men have done so well as school teachers that the Civil Commission promised to undertake to secure their discharge in order that they may be regularly transferred to the force of teachers of English. It was at Capiz, in Panay, that a schoolboy addressed a speech of welcome to the Commission, and did it so well as to make the incident one of the most memorable of the southern trip. This boy was the pupil of a private regular soldier, who had gone 30 miles back into the mountain country to teach the children English. The same soldier brought down several of his pupils to show how they could sing in English, which they did very well, making almost needless his assurance that they knew not only the tunes but also the meaning of the words that they sang. The Commission felt that the sort of material in that teacher could do better school service for the country with young ideas than in the "unformed" ranks, and Private George T. Schoerer, of the Eighteenth Infantry, will doubtless find his talents employed in the future in his new field. There are other instances less conspicuous illustrating the good work soldiers have been doing among the schools. They have confined themselves mainly to English teaching, but the readiness with which soldiers fit into their environment has enabled some of them to pick up the dialects and to make profitable use of them in their work.

Now that teachers of English are to go out among the islands, they will find that what soldiers have done, if not systematically, has been practically helpful in making the ground hungry for seed. The Civil Service Board has been in something of a quandary in regard to the action it should take toward bringing school-teachers under its supervision. Teachers now arriving from the United States come so highly recommended for experience and other qualifications, and their stay as teachers is likely to be so short, that the Board has not felt it necessary to advise that they have its certificates. Native teachers who are to be trained in normal institutes and in the Normal College will have diplomas or something of that kind to show their training. Since the Board is disposed to accept as sufficient guarantee of fitness recommendations brought by teachers from normal schools or colleges in the United States, it is difficult to figure out how teachers' examinations can be held under civil service rules.

THE CHOICE OF TEACHERS.

It seems particularly true here at this time that knowledge of books is not the prime essential in a teacher's equipment. A person able to pass a perfect examination may do poorly in a native school. Soldiers have succeeded where papers would be thrown out by any examiner. They had patience and sympathy, and managed to create a friendly bond between themselves and their pupils. Success for anyone under other conditions is extremely doubtful. The experience of the teachers coming from the United States seems to have been in the lines required here. Such experience, at any rate, and such qualifications were in mind when these selections were made. The Board will experiment in this matter before settling upon a policy in relation to the examination of teachers. It is probable that the experiments will at first be conducted through the Civil Service Commission in the United States, and will be applied here if they seem to work well there. In any case, certificates of graduation or other vouchers from normal schools or colleges will always count high in the selection of teachers.

## THE VARIOUS NATIONS.

The present list of employees for civil work contains 360 names of persons classified as natives, Spaniards, or Chinese. Nearly all of them are natives. They fill clerkships and other subordinate places, and they do it creditably. As the eligible list grows, many of them will doubtless be submitted to examination in order to test their fitness for the positions they hold. There will be no disposition to remove those who do their work well, the aim being rather to provide that it shall be done in the best manner in all branches of the service. Spaniards have the native facility for keeping books neatly and for performing other details of a clerical nature. The Chinese employees consist of an interpreter, one or two men around the Custom House to pass upon the character and value of the mass of imports from China that reach here, and health inspectors for Chinese residences. About 1,000 in the large list are unskilled labourers. It is enough if they can do what they are hired to do. Of the enlisted men, nearly 100 are detailed as checkers on foreign vessels and as inspectors. Their places when their terms of enlistment expire can be filled by native clerks, if need be.

POLICE AND FIRE DEPARTMENTS.

It is not yet settled how police and fire departments will be supplied for permanent account. The police force in this city has been particularly efficient, being composed in part of natives and in part of selected volunteer soldiers. They make a fine appearance; are under good discipline and preserve order. The Board has no fault to find, but since the police will become attached to the civil establishment, the Board feels, as it does in respect to teachers, not technically exempt, that a suitable test should be provided as a condition of employment. Conditions have not been such as to make it expedient to interfere with the method

of selection under military rule. It is expected that the time may soon come when selection may be justified for police, fire and prison guard service on somewhat basis as prevails in various cities in the United States. Whatever rules may be adopted will provide a simple educational test and a thorough physical test. In regard to labourers, there will of course be no test at any time, but they are to be protected in a way. Whenever they may be discharged by reason of a reduction in force, they shall be furnished with discharge cards if their work and conduct have been satisfactory, upon presentation of which they will be preferred in subsequent appointments as vacancies occur.

SALARIES.

Civil employees will be divided into classes on the basis of pay, regardless of the departments engaging them. The minimum salary in the first class will be \$300 and the maximum pay in the lowest class will be \$48 per year. All pay is to be in United States currency. Engagements have been made on the basis of Mexican dollars, but they have been adjusted to the new medium, the law providing that the ratio of the two currencies shall be as two to one. Clerkships requiring fair proficiency with accounts come about midway in the class list, and will pay from \$180 to \$240 per year.

Those who pass examinations in the United States must pay their own expenses to San Francisco, but from that point they are under salary, and expenses are allowed them. Since others have come here drawing salaries from the time of their appointment, and expenses from their homes, justification for the change is claimed on the ground that those arriving earlier often came under urgent call for what might be termed emergency duty. Under the new practice, there will be pay during the voyage of a month, and expenses for that time, this allowance offsetting, in the Board's opinion, any expense that may be incurred in the trip to San Francisco from the employee's home. The Board expects to have fully 1,000 eligibles ready for places as soon as the civil government shall be ready to take them on.

## THE STRENGTH OF THE BRITISH NAVY.

A memorandum, dated the 26th June, and signed by Mr. H. Seymour Trevor, chairman of the Executive Committee, and Commander W. Cairns Cratchley, R.N.R., the secretary, has been issued by the Navy League, and a copy has been forwarded to us by the Hon. Sec. of the local branch of the League. It runs as follows:—

On October 20, 1900, the Navy League issued a statement of facts showing that Great Britain, after holding the command of the sea unchallenged for the better part of a century, had lost it, because:—

First, our recent Naval programmes for men, ships, and material had been insufficient.

Secondly, the programmes, proposed by the responsible Minister, and sanctioned by Parliament as the least compatible with safety, had not been carried out.

Thirdly, the ships that were included in our Naval Estimates, although laid down, had been delayed on the stocks, or were under equipment, until some of them would be half obsolete before they were complete, and a large number of the promised battle-ships were not yet included on the strength of the Navy.

Fourthly, other nations have ostentatiously and successfully increased their programmes of Naval construction, thus still further diminishing our relative strength.

Fifthly, a new and resolute claimant for sea power had arisen.

When the new Board of Admiralty succeeded to office after the General Election of 1900, the Executive Committee of the Navy League considered that it was only fair to the Earl of Selborne and his colleagues to refrain from hampering them by representations or criticism until they had had time to master the situation. Nine months have now elapsed since the present Government was formed. The Lords Commissioners of the Admiralty have had ample time to acquaint themselves with the facts. They have visited Malta. The Navy Estimates have been produced, and yet in spite of the crying needs of the Navy, the ordinary Army Estimates exceed the amount which it is proposed to spend upon the sister Service.

While crediting the present Board of Admiralty with good intentions, we believe that the support of public opinion is necessary to enable my Lords to hold their own on behalf of the Navy, and that the time has now arrived when the Navy and the public should speak to each other.

The House of Commons has sanctioned a plan to spend £23,000,000 on the Army Corps that cannot leave England unless the Navy is supreme; and the Navy is supreme no longer.

No more dramatic contrast exists than that presented by the actual condition of the main fighting fleets of Britain, and the battle held by the public at large as to their efficiency and efficiency. With the Army looked up in South Africa, and dependent for its return upon the efficiency of the Navy, it is disquieting to know that in the Mediterranean, where the battle for Empire will probably be fought out, the Fleet under the command of Vice-Admiral Sir John Fisher is unprovided with many of the first essentials of efficient fighting. When the Lords of the Admiralty visited Malta they found:—

1. No breakwater at Malta, although within two hundred and ten miles of a foreign torpedo station.

2. Egypt undefended.

3. A deficiency in all classes of vessels, from battleships to destroyers.

4. Complete absence of Fleet auxiliaries of all kinds. No provision has been made for hospital ships, repairing ships, frozen meat store, molar ships for destroyers, efficient colliers, telegraph ships.

5. Owing to the lack of provision, no adequate provision has been made for the first essentials of efficient fighting—e.g., telescopic sights, gyroscopes, smokeless powder for the 13.5 in. guns, armour-piercing shell, breech-loading field guns, wireless telegraphy.

Black powder and blunt-nosed shells are still in use on several battle-ships, thus enabling the commanders of foreign battle-ships provided with smokeless powder and armour-piercing shell to destroy them at their leisure. The lessons of the Boer War appear to be still neglected owing to the fact that there is no thinking department at the Admiralty whereby provision is exercised so that provision is made for the eventualities of war. It is needless for the Navy League to enter into detail. The broad fact, which it is desired to impress upon the public, is that the fighting fleets of Britain are not ready for war; and until the Mediterranean Squadron is made efficient in every respect, the whole structure of the Empire rests on a quicksand.

The non-expenditure of £24,500,000 voted by Parliament, which occurred under the late Board of Admiralty, notwithstanding the repeated declaration of Lord (then Mr.) Selborne in the House of Commons that the Estimates for the respective years were the least compatible with safety, presented a simple dilemma. Either the country was unsafe, or the First Lord of the Admiralty was not speaking the truth. Nothing is gained by endeavouring to conceal facts relating to our Fleet which are well known to the Foreign Powers concerned. England is neglecting her Fleet because she does not believe the Navy to be sound and efficient. So far as the officers and men are concerned, this is doubtless true. The personnel of the Navy is probably more efficient to-day, take it all through, than it was in Nelson's time. From top to bottom the spirit of duty and sacrifice is universal. The defects of the Navy are due to civilian neglect ashore, not to Admiralty neglect. The Lords of the Admiralty are over-worked, overwhelmed with detail, have no time to think, and there is no Department corresponding to the German General Staff, where the quality of provision is exercised at leisure, and while we are at peace.

While the intention of the Admiralty is to send reinforcements when the proper time arrives, a moment's consideration will show that now is the time, when our relations with France and Russia are on a friendly basis, not when those relations are strained, and when the movement of ships will be watched with jealousy abroad, and might conceivably be hampered by ill-informed comment at home. If reinforcements are delayed until war is imminent, the Admiralty in command of the Fleet will have his attention distracted from the business of war by the necessity of educating the raw material flung at his head in a moment of crisis. This is placing an unfair strain on the intellectual and physical powers of any human being. The essence of maritime war is its suddenness. A day gained in striking the first blow may make the difference between the fall of an Empire and the annihilation of its enemy. Naval disaster would be, for Great Britain, final and irreparable. No money, no energy can atone for neglect of the Navy in time of peace. The fighting value of a moderate-sized Fleet, ready for war, is worth many times that of a large body of vessels unprovided with auxiliaries, scattered all over the world, or resting on their beeches at Portsmouth, Chatham, or Devonport.

The vigorous demand of a determined people for an efficient Fleet is not merely a necessity; it is the one condition of national existence, for England's future, like her past and her present, is on the sea.

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## (Behind Hongkong Dispensary).

## Hongkong, 18th April, 1901.



## NEW ADVERTISEMENTS

## NOTICE.

THE Public are hereby notified that the  
PIECE OF VACANT GROUND at the  
junction of the "Plover" and "Plover"  
New Road at Plunkett's Gap, the Peak,  
comprising Rural Lot No. 62, will be  
CLOSED TO-MORROW, 1st August, and  
that no access will be permitted thereto for  
one day.

For the Hongkong and Shanghai Banking  
Corporation.  
T. JACKSON,  
Chief Manager.  
BUTTERFIELD & SWIRE  
Hongkong, 31st July, 1901. [1922]  
HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING OF THE SHAREHOLDERS in  
this Corporation will be held at the City  
Hall, Hongkong, on SATURDAY, the 17th  
day of August next, at Noon, for the purpose  
of receiving the Report of the Court of  
Directors together with a Statement of Accounts  
for 1900-1901.

By Order of the Court of Directors.  
T. JACKSON,  
Chief Manager.  
Hongkong, 31st July, 1901. [1922]  
HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
REGISTERS OF SHARES of the  
Corporation will be CLOSED from SATUR-  
DAY, the 3rd, to the 17th day of August next  
(both days inclusive), during which period no  
Transfer of Shares can be Registered.  
By Order of the Court of Directors.  
T. JACKSON,  
Chief Manager.  
Hongkong, 31st July, 1901. [1922]  
IMPERIAL BANK OF CHINA.

## WANTED.

AN experienced man of business to act  
as COMPTROLLER from next China  
New Year.

Full particulars can be obtained on applica-  
tion to the undersigned.  
For the IMPERIAL BANK OF CHINA,  
F. W. RUTTER,  
Manager.  
Hongkong, 31st July, 1901. [1922]

## WANTED.

A CHINESE CLERK as BOOK-  
KEEPER, must write clearly and  
understand English.

Apply by letter only to—  
W. BREWER & CO.,  
Queens Road.  
Hongkong, 31st July, 1901. [1923]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by Public Auction,  
on

## FRIDAY,

the 2nd August, 1901, at 11 A.M. at  
Messrs. Punsford, Lott & Co., Naval Yard  
Extension Yard, Old V.R.C.  
ANCHORS, ROPE, BLOCKS, SHACKLES  
AND MISCELLANEOUS IRON, &c., &c.  
(Old and New).

TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 31st July, 1901. [1923]

## BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1876,  
the undersigned Banks will be  
CLOSED for the transaction of Public  
Business on MONDAY, the 5th August.

For the CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG AND SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANTS BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
L. BERINDEAU,  
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
J. W. E. TAYLOR,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
TARO HODSUMI,  
Manager.

For the IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK,  
E. F. GROS,  
Acting Manager.  
Hongkong, 31st July, 1901. [1924]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

## "TALES".

Captain Robson, will be despatched for the  
above port TO-DAY, the 31st inst., at 3 P.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 31st July, 1901. [1923]

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVI-  
GATION COMPANY

Operating the New First Class Steamships  
"INDIA," "YUBEL," "INDRAPURA,"  
and "KNIGHT COMPANION,"  
between HONGKONG and PORTLAND,  
ORE., calling at SHANGHAI, NAGASAKI,  
MOJO, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"  
will be despatched for Portland (Or.) on  
WEDNESDAY, the 7th August, at 3 P.M.  
Through Bills of Lading issued to Pacific  
Coast, Pacific and Eastern, Canadian and  
United States Ports.

For through rates of Freight and further  
information, communicate with or apply to  
ALLAN CAMERON,  
General Agent  
or to  
SHEWAN, TOMES & CO.,  
Hongkong, 31st July, 1901. [1923]

## NEW ADVERTISEMENTS

NAVIGAZIONE GENERALE ITALIANA  
(FLORENCE AND RAVENNA UNITED  
COMPANIES).

STEAM FOR BOMBAY VIA SINGA-  
PORE AND PENANG.

Having connection with Company's Mail Steam-  
ers to ADEN, SUEZ, PORT SAID, MENAFA,  
NAPLES, LEBRON and GENOA, also VENICE  
and TRIESTE, all MEDITERRANEAN, ADRIAT-  
IC, LEBANTINE and SOUTH AMERICAN  
PORTS up to CALAIS.

Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.

THE Steamship

"BORMIDA,"  
Captain D. Costa, will be despatched as above  
on TUESDAY, the 13th August, at NOON.  
At Bombay the steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 31st July, 1901. [1923]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND  
AMOI.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the  
above ports on WEDNESDAY, the 14th  
August, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 31st July, 1901. [1923]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, whence and/or from the Wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods  
undelivered after the 5th August will be  
subject to rent.

All claims against the Steamer must be pre-  
sented to the Undersigned on or before the 31st  
August, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 5th August.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 30th July, 1901. [1919]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL"

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, whence and/or from the Wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th August, will be  
subject to rent.

All claims against the Steamer must be pre-  
sented to the Undersigned on or before the 9th  
August, or they will not be recognized.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 30th July, 1901. [1927]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO  
AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be carried on unless in-  
structions are given to the contrary before  
4 P.M. TO-DAY.

Goods not cleared by the 5th prox., will be  
subject to rent.

No Fire Insurance has been effected.  
All ship-damaged packages must be left in the  
Godowns and Notice of same sent to this Office  
before the 8th prox., or claims in connection  
therewith will not be recognized.

NIPPON YUSEN KAISHA.  
Hongkong, 30th July, 1901. [1921]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND  
LODGE will be held at the "Fras-  
sers' Hall," Zetland Street, TO-MORROW  
(THURSDAY), the 1st August, at 8.30 for  
9 P.M. precisely. Visiting Brethren are  
cordially invited to attend.  
Hongkong, 29th July, 1901. [1900]

FOR SALE.

A LIGHTER of about 200 tons, built of  
Oak and Fir and generally Iron  
fastened, Copper Sheathed, can be seen on  
application at Kowloon Naval Yard.  
Apply by Letter.

COMMANDER.  
Hongkong, 24th July, 1901. [1857]

## ENTERTAINMENT

THEATRE ROYAL,  
CITY HALL.

## AUSTRALIAN VAUDEVILLE

## SPECIALTY COMPANY.

## GRAND OPENING-NIGHT!

## GRAND OPENING-NIGHT!

## TO-NIGHT!

## TO-NIGHT!

Note.—A Special Train will leave every night  
15 minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO.

Doors Open 8 P.M. Overture 9 P.M.

PRICES ..... \$3, 30, 31.

Soldiers and Sailors in Uniform Half-Price  
to Back Seats only.

Mr. J. FRANK FINLAY.....Business Manager.  
Mr. W. H. BROWN.....Representative.  
Hongkong, 30th July, 1901. [1905]

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT  
AND AGENCY CO., LD.

AN INTERIM DIVIDEND OF Six  
Dollars per Share for the Six Months  
ending 30th June, 1901, being at the rate of  
Twelve per Cent. per Annum, will be payable  
on the 27th instant, on which date Dividend  
Warrants may be obtained on application at  
the Company's Office, No. 5, Queen's Road  
Central.

THE TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd to the 27th  
instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 9th July, 1901. [1728]

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND OF One  
Dollar and Fifty Cents per Share for  
Six Months ending 30th June, 1901, will be  
payable on the 27th instant, on which date  
Dividend Warrants may be obtained on applica-  
tion at the Company's Office.

THE TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd to the 27th  
instant (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 9th July, 1901. [1728]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY  
HALF-YEARLY MEETING OF  
SHAREHOLDERS in the Company will be  
held at the Office of the Company, No. 18,  
Bank Buildings, Queen's Road Central, on  
TUESDAY, the 6th August, at 12 o'clock  
Noon, for the purpose of receiving a Report  
of the Directors, together with a Statement of  
Accounts, declaring a Dividend and electing  
Directors and Auditors.

THE TRANSFER BOOKS of the Company  
will be CLOSED from the 24th July to the  
6th August inclusive.

By Order of the Board of Directors,  
T. AENOLD,  
Secretary.  
Hongkong, 16th July, 1901. [1790]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that  
SCRIP CERTIFICATE No. 2,288  
issued 30th January, 1900, for Ten Shares  
Numbered 3601/3610 in the above Office, stand-  
ing in the name of ALF. JOHN HERRICK  
McMICHAEL of Shanghai, has been  
STOLEN, and should the same not be pro-  
duced before the 9th prox., a New Scrip  
Certificate will be issued to the said Mr.  
JOHN HERRICK McMICHAEL, and no transac-  
tion taking place under the said Scrip  
Certificate No. 2,288 will be recognised by the  
Office.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 26th July, 1901. [1881]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS  
will be held in the Office of the Company,  
Queen's Buildings, Connaught Road, on  
MONDAY, the 19th August, at 12 o'clock  
Noon, for the purpose of receiving the Report  
of the Directors and the Statement of Accounts  
to the 30th June, 1901.

THE TRANSFER BOOKS of the Company  
will be CLOSED from the 5th to 19th August,  
both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.  
Hongkong, 26th July, 1901. [1877]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-DAY (WEDNESDAY),  
the 31st July, at Noon, at the Hongkong and  
Kowloon Wharf and Godown Co.'s  
Godown, No. 20  
(FOR ACCOUNT OF THE CONCERNED),  
About 60 Tons of JADOO  
And  
A Quantity of JADOO FLUID  
(A Product of "Jadoo, Limited," Exeter, Eng.)  
in Lots to suit purchasers.  
TERMS—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 27th July, 1901. [1836]

## PUBLIC AUCTION.

THE Undersigned has received instructions  
from Mrs. POWELL to sell by Public  
Auction, on  
SATURDAY,  
the 3rd August 1901, at 2.30 P.M., within her  
Residence, No. 7, Caine Road,  
SUNDRY VALUABLE HOUSEHOLD  
FURNITURE,  
Comprising—  
TAPESTRY COVERED DRAWING-  
ROOM SUITE, TEAKWOOD SIDE-  
BOARD, Double and Single IRON BED-  
STEADS, OVERMANTLED TEAKWOOD  
WARDROBE, GLASS, BLACK-  
WOOD CABINETS, TEAKWOOD EX-  
TENSION DINING TABLE, BOOK  
CASES, PICTURES, VASES, &c., &c., &c.  
Also  
One COTTAGE PIANO, 1 BICYCLE and  
1 TRICYCLE.  
TERMS—As usual.  
On View from 1st August.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th July, 1901. [1904]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
on  
TUESDAY,  
the 6th August, at 3 P.M., alongside Douglas  
S.S. Co.'s Wharf,  
ONE STEAM LAUNCH  
Length, 47 feet—Beam, 8 feet; Depth,  
5 feet 6 inches; Cylinders, 5 inches by  
7½ inches. Built in 1895.  
Hull, Engines and Boiler thoroughly over-  
hauled in November, 1900; and all Copper  
on her Bottom renewed—Non-Condensing.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 30th July, 1901. [1911]

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have  
received instructions from the Vendors  
to Sell by Public Auction in  
SIX LOTS  
VALUABLE LEASEHOLD  
PROPERTY.  
Situate at Yau-matsee in the Dependency of  
Kowloon and Colony of Hongkong registered  
in the Land Office as Kowloon  
Inland Lot Nos. 230, 231, 232, 233, 234 and  
235.

## on MONDAY,

the 12th day of AUGUST, 1901, at 3 P.M.,  
on the Premises.

The following is a description of the Prop-  
erty—  
Lot 1. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 230 together with the Messuage  
or Tenement thereon known as No. 11, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

Lot 2. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 231 together with the Messuage  
or Tenement thereon known as No. 13, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

Lot 3. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 232 together with the Messuage  
or Tenement thereon known as No. 15, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 233 together with the Messuage  
or Tenement thereon known as No. 17, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

Lot 5. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 234 together with the Messuage  
or Tenement thereon known as No. 19, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

Lot 6. All that Piece or Parcel of Ground  
situate lying and being at Yau-matsee aforesaid  
registered in the Land Office as Kowloon  
Inland Lot No. 235 together with the Messuage  
or Tenement thereon known as No. 21, Re-  
clamation Street, Yau-matsee. Area 750 square  
feet. Annual Crown Rent \$10.

All the above 6 Lots are held from the Crown  
for the term of 75 years.

For further Particulars and Conditions of  
Sale, apply to  
JOHNSON, STOKES & MASTER,  
Solicitors for the Vendors,  
or to  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th July, 1901. [1903]

## CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF  
BLEYS and KYNOCHE'S SPORT-  
ING CARTRIDGES and NEWCASTLE  
CHILLED SHOT.

20 BORE CARTRIDGES.  
16 " " " " " "  
12 " " " " " "  
10 " " " " " "  
8 " " " " " "

Wm. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 3rd January, 1901. [1913]

THE HONGKONG STEAM WATER-  
BOAT COMPANY, LIMITED.

THE above Company is prepared to supply  
the shipping in Hongkong with FUEL  
and FILTERED WATER both for deck and  
boilers.  
Call Flag W.  
J. W. KEW,  
Manager.  
20, Des Voeux Road.  
Hongkong, 18th December, 1900. [1484]

## BANKS.

IMPERIAL BANK OF CHINA.  
ESTABLISHED BY IMPERIAL DECREE OF THE  
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.  
Canton, Hankow, Peking,  
Chefoo, Chinkiang, Penang,  
Chungking, Singapore.

The Bank purchases and receives for collec-  
tion Bills of Exchange drawn on the above  
places, and sells Drafts and Telegraphic Trans-  
fers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills  
Discounted.

INTEREST ALLOWED ON DEPOSITS.  
At 2½ per annum on Current Account daily  
balances.

3½ per annum on Fixed Deposits for 3 months.

4½ " " " " " " " " " "

5½ " " " " " " " " " "

E. W. BUTTER,  
Manager.  
Hongkong, 1st January, 1901. [1923]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £200,000

RESERVE FUND ..... £275,000

INTEREST allowed on Current Account at  
the rate of 3½ per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " " " " " " " "

" " " " " " " " " "







## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

| DESTINATION                                  | VESSEL'S NAME    | FLAG & REG. | BREATH | CAPTAIN                | FOR FREIGHT APPLY TO    | TO BE DESPATCHED             |
|--|------------------|-------------|--------|------------------------|-------------------------|------------------------------|
| LONDON, &c., via Ports of Call               | BENGAL           | Brit. str.  | 2 m.   | A. L. Valentini        | P. & O. S. N. Co.       | On 3rd August, at Noon.      |
| LONDON                                       | DECALON          | Brit. str.  | 2 m.   |                        | BUTTERFIELD & SWIRE     | On 6th August.               |
| LONDON                                       | PELEUS           | Brit. str.  | 2 m.   |                        | BUTTERFIELD & SWIRE     | On 20th August.              |
| LONDON                                       | STENTOR          | Brit. str.  | 2 m.   |                        | BUTTERFIELD & SWIRE     | On 3rd September.            |
| LIVERPOOL DIRECT                             | PATROCLOS        | Brit. str.  | 2 m.   |                        | BUTTERFIELD & SWIRE     | On 10th August.              |
| BREMEN, via Ports of Call                    | STUTTGART        | Ger. str.   | 1 m.   | P. Groch               | MELCHERS & CO.          | On 8th August, at Noon.      |
| MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. | SADO MARU        | Jap. str.   | 2 m.   | Rigiorcelli            | MESSAGERIES MARITIMES   | On 10th August, at Daylight. |
| MARSEILLES & LONDON                          | ERIDAN           | Fr. str.    | 2 m.   | E. G. Andrews          | P. & O. S. N. Co.       | On 10th August, at 6 p.m.    |
| MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. | MALACCA          | Jap. str.   | 2 m.   | J. S. Thompson         | NIPPON YUSEN KAISHA     | On or about 10th August.     |
| HAVRE, BREMEN & HAMBURG                      | KAWACHI MARU     | Ger. str.   | 2 m.   | v. Dohren              | HAMBURG-AMERIKA LINIE   | On 23rd August, at Daylight. |
| HAVRE & HAMBURG                              | ACILIA           | Ger. str.   | 2 m.   | R. Doeren              | HAMBURG-AMERIKA LINIE   | On 27th August.              |
| HAVRE & HAMBURG                              | ALEXANDRIA       | Ger. str.   | 2 m.   | Roerden                | HAMBURG-AMERIKA LINIE   | On 10th September.           |
| HAVRE & HAMBURG                              | SHIRAZ           | Ger. str.   | 2 m.   | Porzelius              | HAMBURG-AMERIKA LINIE   | On 21st September.           |
| HAVRE & HAMBURG                              | ANDALUSIA        | Ger. str.   | 2 m.   | Ehlers                 | HAMBURG-AMERIKA LINIE   | On 5th October.              |
| NEW YORK via Ports & Suez Canal              | ARABIA           | Brit. str.  | 2 m.   |                        | DODWELL & CO., LIMITED. | On 3rd August.               |
| NEW YORK via Suez Canal                      | HUDSON           | Brit. str.  | 2 m.   | Williamson             | SHEWAN, TOMES & CO.     | On or about 5th August.      |
| NEW YORK                                     | ARABIA           | Brit. str.  | 2 m.   | Kendall                | CARLOWITZ & CO.         | Quick despatch.              |
| NEW YORK                                     | L. SCHEFF        | Amr. ship.  | 1 m.   | Forst                  | ARNOLD, KARBEN & CO.    | Quick despatch.              |
| NEW YORK                                     | ARAGONIA         | Amr. ship.  | 2 m.   |                        | HAMBURG-AMERIKA LINIE   | On or about 25th Oct.        |
| NEW YORK                                     | MANUEL LIAUNO    | Brit. str.  | 2 m.   | R. Archibald, R.N.R.   | SHEWAN, TOMES & CO.     | On 7th August.               |
| VANCOUVER, via SHANGHAI, &c.                 | EMPEROR OF CHINA | Brit. str.  | 2 m.   | G. D. Bowles, R.N.R.   | CANADIAN PACIFIC R. CO. | On 14th August, at Noon.     |
| VANCOUVER, via SHANGHAI, &c.                 | GLASCOW          | Brit. str.  | 2 m.   | W. Frakes              | DODWELL & CO., LIMITED. | To-day.                      |
| VICTORIA, B.C., & TACOMA via SHANGHAI, &c.   | TAMA MARU        | Jap. str.   | 2 m.   | S. J. G. Parsons       | NIPPON YUSEN KAISHA     | On 5th August, at 4 p.m.     |
| VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.  | KAMAKURA MARU    | Jap. str.   | 2 m.   | H. L. Allen            | JARDINE, MATHESON & CO. | On 19th August, at 4 p.m.    |
| VICTORIA (B.C.) & SEATTLE                    | KNIGHT COMPANION | Brit. str.  | 2 m.   |                        | SHEWAN, TOMES & CO.     | On 7th August, at 3 p.m.     |
| PORTLAND (OR.)                               | HONGKONG MARU    | Brit. str.  | 2 m.   |                        | TOYO KISEN KAISHA       | On 3rd August, at Noon.      |
| SAN FRANCISCO via SHANGHAI, &c.              | CHINA            | Brit. str.  | 2 m.   |                        | PACIFIC MAIL S. S. CO.  | On 6th August, at Noon.      |
| SAN FRANCISCO via MOJOI, &c.                 | STATHOYR         | Brit. str.  | 2 m.   | McArthur               | BUTTERFIELD & SWIRE     | On or about 15th Sept.       |
| AUSTRALIAN PORTS                             | GLUTHIE          | Jap. str.   | 2 m.   | J. W. Wale             | GIBB, LIVINGSTON & CO.  | On 15th August, at Noon.     |
| KOBE & YOKOHAMA                              | TAMBA MARU       | Jap. str.   | 2 m.   | W. Townsend            | NIPPON YUSEN KAISHA     | To-morrow, at Daylight.      |
| KOBE & YOKOHAMA                              | MIKE MARU        | Jap. str.   | 2 m.   | M. Yagi                | NIPPON YUSEN KAISHA     | On 16th August, at Daylight. |
| MOJOI, KOBE & YOKOHAMA                       | MASILLA          | Brit. str.  | 2 m.   | G. M. Montford, R.N.R. | NIPPON YUSEN KAISHA     | On 13th August, at Noon.     |
| SHANGHAI                                     | MAIZURU MARU     | Jap. str.   | 1 m.   | K. Suzuki              | P. & O. S. N. Co.       | On or about 2nd August.      |
| ANPING, via SWATOW & AMOY                    | ANPING MARU      | Jap. str.   | 1 m.   | S. Aizumi              | MIYOSHI BUNSEN KAISHA   | On 7th August, at Daylight.  |
| POOCHOW via SWATOW & AMOY                    | DAIJIN MARU      | Jap. str.   | 1 m.   | T. Ogata               | MIYOSHI BUNSEN KAISHA   | On 14th August, at Noon.     |
| TAMSHUI via SWATOW & AMOY                    | DIAMANT          | Brit. str.  | 2 m.   | Robson                 | DOUGLAS LARSEN & CO.    | To-day, at 3 p.m.            |
| SWATOW                                       | YUENSANG         | Brit. str.  | 2 m.   | R. J. Rattenbury       | SHEWAN, TOMES & CO.     | To-day, at 5 p.m.            |
| MANILA                                       | SUNOKANG         | Amr. str.   | 2 m.   | Rolfe                  | JARDINE, MATHESON & CO. | On 2nd August, at 4 p.m.     |
| MANILA                                       | MELPOMENE        | Brit. str.  | 2 m.   |                        | BUTTERFIELD & SWIRE     | On 3rd August.               |
| MANILA, TRIESTE, &c., via Ports of Call      | CHELYDRA         | Brit. str.  | 2 m.   | Malcorrich             | SANDER, WIEBER & CO.    | On 6th August, p.m.          |
| SINGAPORE, PENANG & CALCUTTA                 | BOEMIDA          | Ital. str.  | 2 m.   | D Costa                | JARDINE, MATHESON & CO. | To-day, at Noon.             |
| BOMBAY via SINGAPORE & PENANG                |                  |             |        |                        | CARLOWITZ & CO.         | On 13th August, at Noon.     |

## SHIPPING.

**ARRIVALS.**  
July 30, SALABADI, Dutch str., 1,235, Harst, Pulo Sambo 22nd July, Bulk Oil.—MEYER & Co.  
July 30, PRINCE GEORGE, German str., 1,352, H. Jucker, Manila 25th July.—STUBBS, WHEELER & Co.  
July 30, HILPANG, British str., 1,500, Crockett, Moji 24th July, Coals.—JARDINE, MATHESON & Co.  
July 30, EMPRESS OF CHINA, British str., 3,000, R. Archibald, R.N.R., Vancouver 24th July and Shanghai 27th, Mails and General.—C. P. R. Co.  
July 30, TAMBA MARU, Japanese str., 3,800, John W. Wale, Singapore 25th July, General.—NIPPON YUSEN KAISHA.  
July 30, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 27th July, General.—JARDINE, MATHESON & Co.  
July 30, BENYEN, British str., 1,497, A. Webster, London 15th June and Singapore 24th July, General.—GIBB, LIVINGSTON & Co.  
July 30, WINGSANG, British str., 1,517, Sellar, Shanghai 25th July, General.—JARDINE, MATHESON & Co.  
July 30, HAILONG, British steamer, 876, N. Bathurst, Hoihow 29th July, Rice, Sugar and General.—JARDINE, MATHESON & Co.  
July 30, MOGUL, British str., 2,354, D. S. Bailey, Singapore 24th July, General.—DODWELL & CO., LTD.  
July 30, On, British str., 1,351, R. Pinkham, Kutchinotsu 24th July, Coal.—M. R. KAISHA.

## CLEARANCES.

At the Harbour Master's Office.  
Gloucester City, British str., for Saigon.  
Lening, British str., for Yokohama.  
Yves, British str., for Kutchinotsu.  
Wooling, British str., for Shanghai.  
Sultan Van Langkat, Dut. str., for Pulo Sambo.  
Apenrade, German str., for Haiphong.  
Clara, German str., for Hoihow.

## DEPARTURES.

30th July.  
AMIRAL CHARNER, French cruiser, for Taku.  
CHATEAUHOU, British str., for Amoy.  
CLAM, British str., for Shanghai.  
GLOUCESTER CITY, British str., for Saigon.  
LAISANG, British str., for Yokohama.  
NESS, British str., for Kutchinotsu.  
DAYBREAK, American str., for Shanghai.  
SULAN V. LANGKAT, Dut. str., for Pulo Sambo.  
ELITA NOSSACH, German str., for Shanghai.  
PROGRESS, German str., for Tourn.  
TAIRN, Norwegian str., for Swatow.  
TETN, Norwegian str., for Haiphong.

## VESSELS IN DOCK.

30th July.  
ADELPHI DOCKS.—Sungking, Y. Sontau, Sikan, Hoihow, Hongkong Maru, Likiu, Zaire, Canton River, Meria.  
COSMOPOLITAN DOCK.—Colonies, Taishan.

## SHIPPING REPORTS.

The British steamer *Mogul*, from Singapore 24th July, had fine weather and light variable winds.  
The Japanese steamer *Tamba Maru*, from Singapore 25th July, had fine weather and sea and very calm.  
The British steamer *On*, from Kutchinotsu 24th July, had moderate S.W. winds and fine weather generally.  
The British steamer *Hailong*, from Hoihow 29th July, had showers, light winds and calm; clear weather all through.

## VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.  
THE Company's Steamship

## FOR MANILA.

"DIAMANTH"  
Captain J. Rattenbury, will be despatched as above TO-DAY, the 31st instant, at 5 p.m. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th July, 1911. [1882]

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship  
"CHELYDRA"  
Captain Cox, will be despatched as above TO-DAY, the 31st inst., at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 29th July, 1911. [1872]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.

THE Company's Steamship  
"YUENSANG"  
Captain Rolfe, will be despatched as above on FRIDAY, the 2nd August, at 4 p.m.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 29th July, 1911. [1909]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BALAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"BENGAL"  
Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 22nd July, 1911. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK  
via Ports and Suez Canal.  
Proposed sailings from Hongkong:  
"HUDSON" ..... About 3rd Aug.  
"HEATHBURN" ..... About 15th Aug.  
"JUPITER" .....  
"MOGUL" .....  
"KUTSTAN" .....  
"KUTSUMA" .....  
"LENNOX" .....  
For Freight and further information, apply to DODWELL & CO., LD., Agents.  
Hongkong, 24th July, 1911. [1739]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship

"DAIJIN MARU,"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 4th August, at Noon.  
For Freight or Passage, apply to THE MIYOSHI BUNSEN KAISHA, Agents.  
Hongkong, 29th July, 1911. [17]

FOR NEW YORK.  
THE 3/4 A II American Ship  
"MANUEL LIAUNO"  
will load during September and October, sailing about 25th October.  
For Freight, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 11th July, 1911. [1758]

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS.  | DESTINATIONS.  | SAILING DATES.                     |
|------------|--|------------------------------------|
| ACILIA     | HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)   | On 9th Aug. Freight.               |
| ALEXANDRIA | HAVRE & HAMBURG (Calling at Singapore and Penang)            | On 27th Aug. Freight.              |
| SIBIRIA    | HAVRE & HAMBURG (Calling at Singapore and Penang)            | On 10th Sept. Freight and Passage. |
| ANDALUSIA  | HAVRE & HAMBURG (Calling at Singapore and Penang)            | On 21st Sept. Freight.             |
| ARABIA     | HAVRE & HAMBURG (Calling at Singapore and Penang)            | On 5th Oct. Freight.               |
| ARAGONIA   | NEW YORK via SUEZ CANAL and of August or beginning September | Freight.                           |

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1. [1051]

Hongkong, 27th July, 1911.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1911  
"TABAR," 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 14th Aug., 1911  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th Aug., 1911  
"ATHENIAN," 3,382 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept., 1911  
"EMPRESS OF JAPAN," Comdr. H. P. P. Bus, R.N.R. WEDNESDAY, 25th Sept., 1911

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TABAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TABAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 25th July, 1911. [10]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.     | DESTINATIONS.  | SAILING DATES.                   |
|---------------|--|----------------------------------|
| TAMBA MARU    | KOBE and YOKOHAMA  | THURSDAY, 1st Aug., at DAYLIGHT. |
| TOSA MARU     | VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJOI, KOBE and YOKOHAMA  | MONDAY, 5th Aug., at 4 p.m.      |
| SADO MARU     | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 9th Aug., at DAYLIGHT.   |
| MIKE MARU     | MOJOI, KOBE and YOKOHAMA   | TUESDAY, 18th Aug., at NOON.     |
| SANKU MARU    | KOBE and YOKOHAMA  | FRIDAY, 18th Aug., at DAYLIGHT.  |
| KAMAKURA MARU | VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJOI, KOBE and YOKOHAMA  | MONDAY, 19th Aug., at 4 p.m.     |
| KAWACHI MARU  | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 23rd Aug., at DAYLIGHT.  |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA, Manager. [13]

Hongkong, 29th July, 1911.

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer.      | Tons. | Captain.  | Proposed Sailing |
|---------------|-------|-----------|------------------|
| GLENGOLE      | 3,750 | W. Fraies | July 31st        |
| TACOMA        | 2,811 | J. Alwen  | August 6th       |
| BRAEMAR       | 3,601 | W. Watt   | August 27th      |
| DURKE OF FIFE | 3,521 | J. S. Cox | September 10th   |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.  
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental train day and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.  
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYE and St. MICHAEL.

Rates of Passage to other Ports on application.  
A Special Rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents. [11]

Hongkong, 17th July, 1911.

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                          | SAILING DATES.                   |
|------------------------------------|----------------------------------|
| STUTTGART                          | THURSDAY, 3rd August, 1911.      |
| KONIG ALBERT                       | THURSDAY, 10th August, 1911.     |
| PRINZESS HELENE                    | THURSDAY, 17th August, 1911.     |
| PRINZ HEINRICH                     | THURSDAY, 24th August, 1911.     |
| PREUSSEN                           | WEDNESDAY, 31st August, 1911.    |
| HAMBURG (Hamburg-Amerika Linie)    | WEDNESDAY, 7th September, 1911.  |
| SACHSEN                            | WEDNESDAY, 14th September, 1911. |
| KIAUTSCHOU (Hamburg-Amerika Linie) | WEDNESDAY, 21st September, 1911. |
| BAYERN                             | WEDNESDAY, 28th September, 1911. |
| STUTTGART                          | WEDNESDAY, 5th October, 1911.    |
| KONIG ALBERT                       | WEDNESDAY, 12th October, 1911.   |
| PRINZESS HELENE                    | WEDNESDAY, 19th October, 1911.   |
| PRINZ HEINRICH                     | WEDNESDAY, 26th October, 1911.   |
| PREUSSEN                           | WEDNESDAY, 2nd November, 1911.   |
| HAMBURG (Hamburg-Amerika Linie)    | WEDNESDAY, 9th November, 1911.   |
| SACHSEN                            | WEDNESDAY, 16th November, 1911.  |

ON THURSDAY, the 8th day of August, 1911, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be given at 5 p.m. on WEDNESDAY, the 7th August, and Passengers will be received at the Agency's Office until Noon on WEDNESDAY, the 7th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linn can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 27th July, 1911. [9]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI ..... { MASILLA ..... About 2nd August } Freight or Passage.  
G. M. Montford, R.N.R.

LONDON, &c. .... { BENGAL ..... Noon, 3rd August } See Special Advertisement.  
A. L. Valentini

MARSEILLES and MALACCA ..... { About 10th August } Freight or Passage.  
E. G. Andrews

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th July, 1911. [12]



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

| OUTWARDS.             |             |                   |
|-----------------------|-------------|-------------------|
| FROM                  | STEAMERS    | DUE               |
| GLASGOW and LIVERPOOL | "TANTALUS"  | On 1st August.    |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 7th August.    |
| GLASGOW and LIVERPOOL | "OBESTES"   | On 13th August.   |
| GLASGOW and LIVERPOOL | "AJAX"      | On 20th August.   |
| GLASGOW and LIVERPOOL | "TYDEUS"    | On 26th August.   |
| GLASGOW and LIVERPOOL | "PYRREUS"   | On 4th September. |

| HOMEWARDS.       |             |                   |
|------------------|-------------|-------------------|
| TO               | STEAMERS    | TO SAIL           |
| LONDON           | "DEUCALION" | On 6th August.    |
| LONDON           | "PELEUS"    | On 20th August.   |
| LIVERPOOL DIRECT | "STENTOR"   | On 3rd September. |
| LIVERPOOL DIRECT | "PATROCLUS" | On 10th August.   |

(Taking Cargo at London Rates) S.S. "TANTALUS" left Singapore on 27th instant, at 5 P.M., and is due in Hongkong on 1st August.

For Freight apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

| FOR    | STEAMERS    | TO SAIL        |
|--------|-------------|----------------|
| MANILA | "SUNGKIANG" | On 3rd August. |

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA  
OF JAPAN AND HONOLULU.

| PROPOSED SAILINGS FROM HONGKONG.  |                          |              |
|---|--------------------------|--------------|
| STEAMERS  | DATE                     | TIME         |
| HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)          | SATURDAY, Aug. 3, 1901.  | at NOON.     |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)  | SATURDAY, Aug. 24, 1901. | at DAYLIGHT. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) | TUESDAY, Sept. 17, 1901. | at NOON.     |

The Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, & HONOLULU on SATURDAY, the 3rd August, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

**GEORGE ECKLEY,**  
Acting Agent.  
Hongkong, 5th July, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
"L. SCHEPP" American ship, C. S. Kendall—Carlowitz & Co.  
"SEA WITCH" American ship, Howe—Master

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS         | DATE                | TIME     |
|------------------|---------------------|----------|
| "CHINA"          | TUESDAY, 6th Aug.   | at NOON. |
| "DORIC"          | THURSDAY, 15th Aug. | at NOON. |
| "PERU"           | SATURDAY, 31st Aug. | at NOON. |
| "COPTIC"         | TUESDAY, 10th Sept. | at NOON. |
| "CITY OF PEKING" | TUESDAY, 24th Sept. | at NOON. |
| "GAELIC"         | WEDNESDAY, 2nd Oct. | at NOON. |

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada, or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

**GEO. ECKLEY,**  
ACTING AGENT.  
Hongkong, 24th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"ARARA"  
Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship  
"ATAKA"  
on or about 15th September.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 22nd July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR ANPING (VIA SWATOW AND AMOY).  
THE Company's Steamship  
"MAIDZURU MARU"  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 25th July, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.  
ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship  
"ERIDAN," Captain Bistorelli, with Mail, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. *Sisal* for MARSEILLES, via BOMBAY.

The above steamer connects at COLOMBO with the s.s. *Ville de la Citadelle*, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M. Specie and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
**P. DE CHAMPORIN,**  
Acting Agent.  
Hongkong, 31st July, 1901.

## NOTICES TO CONSIGNEES

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 25th July, 1901.

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

"STENTOR"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st August must be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd August.

No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 25th July, 1901.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "BOMBAY."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—  
From London, &c., ex s.s. *Persia*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 4th prox., at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 29th July, 1901.

## STEAMSHIP "OCEANIAN."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Cambridge*, from Bordeaux, ex s.s. *Ville de Constant*, and *Ville de Lorient*, from Havre, ex s.s. *Cambridge*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY (MONDAY), the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after MONDAY, the 5th August, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August, or they will not be recognised. All damaged packages will be examined on MONDAY, the 5th August, at 3 P.M.

No Fire Insurance has been effected.  
**P. DE CHAMPORIN,**  
Acting Agent.  
Hongkong, 29th July, 1901.

## FOR SALE.

## THE GERMAN STEAMER

"MUENCHEN"  
4,536 Tons Gross, 2,855 Tons Nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition, with all her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY AND APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—  
**MELCHERS & CO.,**  
Agents.  
HONGKONG, 29th June, 1901.

## RUINANT PIRE &amp; FALLS, REIMS

## ESTABLISHED 1719.

CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.,  
Sole Agents.  
Hongkong, 17th May, 1899.

## CARTRIDGES.

## NOBEL'S SPORTING BALLISTIFE.

Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:—  
Loaded with Powder only. With Powder. 1 lb. of Shot.

Primrose Cases \$5.65 \$7.40  
Paganini Cases 6.35 8.35  
Ejector Cases 6.90 8.95  
5 per cent. discount on orders of 1,000 and over.

Apply to  
**WM. SCHMIDT & CO.,**  
Gunmakers, Hongkong.  
Hongkong, 27th July, 1897.

## NOTICE.

THE OFFICES of the Underigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Ice House Street, on the 1st AUGUST.

**GODDARD & DOUGLAS,**  
Hongkong, 15th July, 1901.

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

KANG ON.  
Contractor; 30, D'Agular Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

MEE CHEUNG.  
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEY, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipbuilders, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.  
Shipbuilders, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND.  
43 and 45, Des Voeux Road. Shipbuilders, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell, Spence & Co.'s Commission.

## TAILORS

R. HAUGHTON & CO.  
Naval Military and Civil, 16, Queen's Road, Opposite Kuhn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."  
Importers of the Best Manila Cigars; 25, Pottinger Street.

## WATCHMAKERS

DROZ & CO.  
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.  
For Particulars, apply to  
**TURNER & CO.**  
Hongkong, 22nd May, 1901.

## SIENTING.

SURGEON DENTIST.  
No. 10, D'AGULAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891.

DAVID COESAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG PLAIN  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.

## NOTICE.

M. E. C. E. WARREN begs to inform his numerous Customers that he will Remove his Office to more commodious Premises at WYNDHAM STREET (opposite to the Club German) on the 1st August next.  
Hongkong, 23rd July, 1901.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED.  
Is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.  
**WM. PARLANE,**  
Manager.  
Hongkong, 17th February, 1899.

## QUAN WAH &amp; CO.

DEALERS IN  
ITALIAN MARBLE AND GRANITE  
MONUMENTS.  
DESIGNS & PRICES ON APPLICATION  
at No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899.

## VIOLIN LESSONS.

LESSONS in VIOLIN to Elementary and Advanced Pupils by an European Gentleman.  
Terms, &c., apply by letter to—  
**TEACHEE.**  
Care of "Daily Press" Office.  
Hongkong, 8th July, 1901.



